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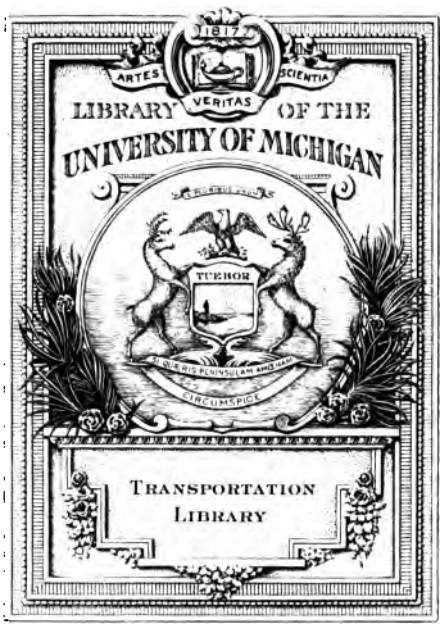
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EXECUTIVE COMMUNICATION

TO THE

GENERAL ASSEMBLY

OF

MARYLAND,

AT DECEMBER SESSION, 1818,

ON THE

Subject of Turnpike Roads,

MADE IN PURSUANCE OF A RESOLVE OF DECEMBER SESSION, 1817,

WITH THE

ACCOMPANYING DOCUMENTS.

ANNAPOLIS:
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JANUARY, 1819.

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EXECUTIVE REPORT

ON

TURNPIKE ROADS.

TO THE HONORABLE

THE PRESIDENT OF THE SENATE,

AND

The Speaker of the House of Delegates.

GENTLEMEN,

IN Obedience to the Resolution of the House, requesting the executive to procure information respecting the turnpike roads, leading westwardly through the state of Maryland, sundry documents from the presidents of road-companies are now communicated. It appears that the capital invested, is about two millions of dollars, which sum is expended in the construction of stone or paved roads, leading through the state. The greater part of this stock is owned in the city of Baltimore, to which place the roads lead, and whose trade and intercourse have been much increased by the additional facility given to the conveyance of produce and merchandize. The York turnpike road leads to the town of York, and a rich and fertile part of Pennsylvania; and is continued to the river Susquehannah, at a place where the chief obstructions in the navigation of that river commence.—The Reister's-Town road leads to a part of Penn-

sylvania which produces, in great abundance, grain and other articles. And the Frederick road, after passing through Frederick, crosses the Blue Ridge, and terminates at Boonsborough, in the Conococheague valley. The latter road was originally intended to be made eleven miles farther, to Williamsport, on the Potomac, with a view of affording a good conveyance to Baltimore, for all the produce which crosses that river from Virginia, and which, in time of low water, passes by land to a market. It failed, however, in consequence, it is believed, of the expenditure of the sum of 56,000 dollars upon the bridge over the Monocacy; which the company was not obliged by law, to make, but assumed it voluntarily, in the belief that the legislature would grant them a special toll to meet the special expense. In consequence, however, of the refusal of the legislature so to do, their capital was exhausted and themselves discouraged from the prosecution of the road.

While these improvements have greatly increased the quantity of produce which comes into the state to find a market, and have added greatly to the trade and exports of Maryland, it is, nevertheless, to be remarked, that the state has not afforded much assistance to them. The stock owned by the state in the Frederick road, amounts only to 10,000 dollars; in the York road, to 5,000 dollars; and it has none in the Reister's-Town road. It is well known, that these stocks were subscribed by persons of public spirit, and more with a view to the general convenience, than from motives of gain; as the employment of money in

other ways, in a thriving commercial place, will always yield a greater profit. In this view, these roads are considered to have an especial claim upon the legislature, as they have been completed by individual enterprize, and their utility is so well established by experience, that nothing is now left to doubt or hazard.

From the manner of undertaking this work, and from the want of experience at that time, several evils have arisen, which seem to be within the correction of the legislature. For some of these, we refer to the reports of the presidents of the road-companies; and it is but justice to observe, that they have borne them patiently. A great loss is sustained, by each company, from the different roads which run in the same direction through the country, and which are neither turnpiked nor shut up. In the fine season, when the country roads are good, wagons and carriages avoid the turnpike, by making a small circuit, leaving very few to pass on it but wagons heavily laden. Hence there arises a serious injury to the tolls, which become much reduced; and when the season of frost and wet commences, and the country roads are not passable, the whole of this travelling is thrown at once upon the turnpike, at the very time when it is also affected by the season and least able to bear it. The tolls continue the same—and, after using the road when it is most liable to injury and being broke and cut up, the wagons abandon it upon the approach of the good season, leaving the managers under the necessity of expending great part of the tolls to repair the injuries they have done.

If, on the contrary, the roads were to be travelled steadily throughout the year, they would be hardened and smoothed in the dry season and made better able to stand the winter; and the amount of tolls being increased, dividends might be still made to the stockholders, the road repaired and kept in order, and the toll lessened to each individual, because of the greater number who would have to pay it. Any measures, therefore, tending to put a stop to these evasions, (practised, it would appear, most extensively,) deserve the most serious consideration.

The charters of the road-companies being obtained when little or no experience was possessed, the tolls were fixed arbitrarily at so much for each horse, according to the kind of carriage. An empty wagon pays as much as one with the heaviest load, if the number of horses be the same. Hence the evasions complained of have probably commenced, for it would be the interest of an empty wagon, with a strong team of horses, to make a circuit to get on the common earth-road and avoid the toll. In loaded wagons, it has also become very common to procure heavy and strong horses, and put as much load upon them as they can draw. It appears likely that these evils would be remedied by a total change in the rating of the tolls paid by carriages of *heavy burdens*, and by charging the toll in proportion to the weight actually carried. Of the advantages of such a change, little doubt can be entertained; the only apparent difficulty is in the trouble of its execution. This, however, may be easily obviated by a platform sunk in the road at the toll-house door, and balanced as the common

steel-yard, or one of the kind which is common on the turnpikes of England, and which would ascertain the rough weight in as little time as it takes to make change; and once fixed, a ticket can be given for the whole distance. The principle is adopted on the English turnpikes, and is carried so far, that the load carried on wheels of a certain breadth is fixed by law. The gate-keepers have the right to weigh a wagon and load when they choose, and if they find the weight allowed by law to be exceeded, the offence is punished by a severe forfeiture.

The diminution or increase of the tolls, according to the season of the year, would be found to check, in a very great measure, the practice of evading the gates. If the toll was made light during the fine season, there would not be so much reason to avoid the turnpike, and it might then be increased in the winter and spring when the earth-roads cannot be travelled. The fairness and justice of this manner of collecting tolls entitle it to attention. It has been, at times, proposed to the companies, but doubts entertained of their power, under their charters, to make a change in the mode there pointed out, have prevented its adoption. The practice of locking the wheel of a wagon heavily loaded in descending a hill, is one which is very pernicious to a turnpike, if the wheel is narrow in the tyre. It tears up the road, especially when from frost and wet weather the foundation has become soft. The mountain roads are particularly exposed to injury from this practice, which is general on them because of the long continued descent, and the extreme fatigue which otherwise come upon the wheel horses. Where

this practice is continued for any time, with narrow wheels, it will ruin any road that can be made, if the injuries are not repaired constantly and at a heavy expense. A substitute (the shoe) which is generally adopted in Europe, is so extremely simple, and saves the wear and tear of the wheel so much, that it would be rendering a great service to the wagoner himself to compel its adoption on the turnpikes. It is simply a piece of iron, or even wood, 18 inches or 2 feet long, and 4, 6 or 8 inches broad, fastened to the cross-bar or bolster of the wagon, by a chain which is just of such a length that when the shoe is slipped under the hinder wheel, the chain prevents its falling farther back, and the wagon being in motion, the shoe is dragged on bearing the wheel upon it.

In constructing a road on a large ascent, care should be taken to make resting places at short intervals by carrying the road on a level for a few yards. The pauses for breath, which a team heavily laden requires on an ascent of any considerable distance, are very injurious when it is obliged to stop in the midst of the ascent and remain in full draught. To relieve the horses from the backward pressure, the wagner blocks his wheels with large stones or billets of wood, from the side of the road, which of course he leaves on it—and when the team sets off again, the horses often become restive from having to start in full draught, and lose their strength and spirit under the cruelty of the whip. A staff of wood attached by a staple to the hinder axletree, and about a foot longer than the height of the axle from the ground, on which the end is suffered to

drag, makes it unnecessary to block the wheels ; but the inconvenience of setting off in full draught remains ; and it is vastly better to construct the resting places at short distances on which the team will start cheerfully, and have more strength to overcome the next angle of ascent.

But the great scourge to a Turnpike Road, is the narrow wheel, still in use, and on which great burdens are carried. The iron tyre of the narrow wheel wearing away on the edges, in a little time, presents a narrow convex edge to the road, and as but one point of the circumference of the wheel comes in contact with the road at any one time, the effect of a heavy pressure of 30 or 40 hundred weight, carried on such wheels, may be readily conceived to sink in and cut up even the hardest roads. The incomplete state of the lines of turnpike communication as yet, and the preference given to the narrow wheel for farm work, are perhaps the reasons why the broad wheel is but partially introduced. It appears, however, that some revision of the laws in this respect might be made, and a great reduction made in the toll on wagons of a certain breadth of wheel. In fact, when the breadth amounts to 10 or 12 inches, (and on a good turnpike, they would run more easily than the narrow wheel,) the wheels act as so many heavy rollers, and actually benefit the road more than the company could in any way do for the sum which they would receive as toll from any single wagon.

The turnpikes we have been considering have penetrated to different parts of the fertile districts lying east and west of the Blue Ridge.

The road undertaken to be made by the banks, is one which strikes at a far more distant and greater country ; and appears to be peculiarly the object of legislative care. It leads to Cumberland, where the great national road over the Allegany mountains commences, and will form a part of the great chain of communication with the western states. The national road is now completed from Cumberland to Union-Town, in Pennsylvania, which is at the western foot of the last ridge of mountains composing the great chain of the Allegany. The mountains which have heretofore presented such serious difficulties in the intercourse with the Western Country, are in a manner subdued by this noble road, which is constructed in the most permanent manner, of successive layers of stone, having on the steepest mountains no ascent greater than five degrees, and with stone bridges of the most excellent workmanship over every stream and river. The road is intended to be continued to Brownsville, next to which Town two miles of it are already contracted for ; and thence through the Town of Washington, to Wheeling, on the Ohio ; the whole of the distance between the Towns of Washington and Wheeling being contracted for, and great part of the road now actually made. At Wheeling, it crosses the Ohio, and branching north and south to Kentucky and Lake Erie, will be conducted through the heart of Ohio, Indiana and Illinois, to the fertile and luxuriant borders of the Missouri, a country which the great stream of emigration is now just reaching, and whose climate and soil must ere long give birth to a crowd-

ed population. The great intercourse on such a road, so admirably situated for the general convenience, so excellent in construction, and for the support of which the fund although anticipated at present is daily increasing, must bring with it wealth and prosperity to the district which shall possess it. It is now in its infancy, and has yet to receive its full powers ; but there cannot be much doubt that it will be the great channel of intercourse between the western states and those on the Atlantic. It becomes then an object of the highest importance for the state of Maryland to take it up at Cumberland, and so conduct it through her territory, that she may derive the greatest advantage from it. Hemmed in on either side by two of the most powerful states in the Union, Maryland has nothing but her geographical advantages to oppose to them ; and as she is, compared to them, weak in resources, it is her part to be early in the field, active and industrious ; and particularly as the only advantage resulting from the smallness of her territory is singleness of object and individual interest, to press to that object with all her force. × The national road at Cumberland coming no farther east, it devolves on the state as a matter of the very first importance to her prosperity, to take it up at that point, and to conduct the line of communication in the best manner, through her territory, till it strikes the line of northern and southern communication of the Atlantic seaports, in that point, where it will most benefit her own citizens and subserve her own interests. Fortunately the interests of the state are directly in unison with the route which

in the great and general view of the subject is every way most eligible. ✕ From Cumberland, eastward, it must be the object to strike the nearest seaport town which shall possess every advantage of free navigation, and whose daily communications in every direction, give every facility to the traveller. This seaport is the principal seaport of Maryland, on whose commerce the state has thriven, whose resources have sustained her in time of need, and whose rise has prevented the products of agriculture from being carried without the state, to enrich others by the profits of exportation. And by conducting the intercourse of the western road from Cumberland through the counties of Allegany, Washington, Frederick, Anne-Arundel and Baltimore, the whole of the interior population of Maryland will receive immediate benefit; the products of their farms will rise in value; a market for them will be brought into the heart of each county; their lands will be increased in value, and the multiplied means and sources of profit which such a great thoroughfare offers, will be opened to them.

✕ In viewing the probable influence of this trade and intercourse, the certain results of which will enrich and aggrandize the state of Maryland, there is no feature which is more pleasing than the ease with which this great object may be accomplished. The roads which are on the direct line of communication are already turnpiked, and require only to be joined together, to form an uninterrupted line of paved road. ✕ It appears from the reports herewith transmitted, that the Frederick road company have completed the whole dis-

tance to Boonsborough, which is west of the Blue Ridge, and 60 miles from Baltimore. From Boonsborough they propose to meet the bank turnpike at Hager's-Town (distance ten miles) or to intersect the said road near the 7th or 8th mile, west from Conococheague creek, making as is asserted, a distance of 20 miles from Boonsborough through Williams-Port to the above intersection.

The Reister's-Town company have completed the road to the Town of Westminster, whence their main road proceeds northerly, in the direct route to Chambersburgh, in Pennsylvania. Another company, however, propose to make a road from the 29th mile-stone of the Reister's-Town road (a mile and a half above the Town of Westminster) to Hager's-Town, passing the Blue Ridge at Harman's gap. Of this road little is known. A return was made to the executive on the 28th day of December, 1816, that 6 1-2 miles were completed, and license to erect a toll-gate was granted. The distance to Hager's-Town from the said 29th mile-stone cannot be stated, no answer having been returned by the company to the application for information; but the direct distance in a straight line from Westminster to Hager's-Town, measured on the maps, is about 40 miles. This road is believed to be at a stand for want of funds.

From Hager's-Town, provision is already made to turnpike the whole distance to Cumberland; from the town to the Conococheague creek (a distance of 7 miles and some perches) by a company incorporated for the purpose, and who have also erected a large and permanent bridge over the

creek. This part of the road, it is believed, is now very nearly finished. From the Conococheague creek to Cumberland, a distance of fifty-eight miles, the road undertaken to be made by the banks, will be completed by the month of December, 1820, as more fully appears from the report of the president of that road herewith transmitted.

It appears then that there is a gap in the communication to Cumberland not provided for, and which it is proposed to fill up in one of three ways: 1st, By finishing the road from Westminster through Harman's Gap to Hager's-Town.—2d. By turnpiking from Boonsborough to Hager's-Town. And 3dly, By turnpiking from Boonsborough, through Williams-Port, to interesect the bank road somewhere at the 7th or 8th mile of that road, west of the Conococheague creek.

The advantages and disadvantages of these routes are so differently stated by their respective advocates, that it would be difficult in a general report of this nature to enter into an examination of them, particularly as the surveys on each route have been made by persons interested therein, and who were consequently exposed (no matter how honest and upright their intentions,) to a secret partiality in favor of one or the other of them. It is, however, satisfactory to know, that each route is not only practicable, but requires, compared with what has been already done, only a trifling expense and a small effort.

But the special care and attention of the legislature, it seems to us, should be directed to the bank road. The Frederick road, now finished across the Blue Ridge to Boonsborough, and the

Harman's Gap road, from Westminster to Hager's-Town, when completed, will both strike the great and rich Conococheague valley, lying between the Blue Ridge and the North mountain.—This valley, possessing great fertility of soil, inhabited by a numerous population of skilful agriculturists, sends every year great quantities of produce to market. There will be, therefore, always a communication preserved; though it is to be regretted, that under the present system, unaided by funds from other quarters, it may not be so good as the public interest requires it should be. But the bank road commences near the mountains, on the west side of the valley, and runs to Cumberland, through a country, great part of which is rocky and unproductive, presenting a continued succession of mountainous ridges, and offering but few temptations to settlers.

It is, therefore, the more incumbent on the state to attend to this part, and offer it such advantages as may be sufficient to make it a good and perfect road; to the end that the great advantages to be gained by it, may be secured to the state—of these advantages, the greatest will be the establishment of the western intercourse upon it; and at a time when the states of New-York, Pennsylvania, and Virginia, are directing their attention to the attainment of this object, and commencing the struggle with extraordinary vigour and spirit, it surely becomes the state of Maryland to be vigilant, and by an early activity, and putting forth all her strength, to endeavor to balance the great force of her competitors.

It would be improper to dictate to the honor-

able the general assembly, the course to be pursued. But as the honorable the general assembly have thought proper to call "for any suggestions that might appear useful for their consideration," the call will be obeyed, and the duty performed with willingness, hoping that the subject will meet that serious deliberation and discussion to which its merits entitle it.

In considering this subject, it appears that great advantages would flow from the road becoming state property. In that case, it might be kept in repair by a toll on travellers, and the *lighter kind of carriages*, and a special appropriation of funds from the state, arising from indirect taxation on those objects which trade and intercourse create. The tax on the transport of produce and merchandize might be then either entirely removed or made so trifling that it would scarcely be perceived. If the views already stated are just, that this route is the *shortest*, and may be made the *best*, to the western country, there cannot be a doubt entertained of its becoming the channel for a crowded and busy intercourse. The productiveness of *light tolls* would then amply repay all expenses, and the wealth brought into the state immeasurably increase its prosperity and strength.

It does not appear that this end will be readily attained, while it continues private property. The duties of the managers of an institution of this nature, are two-fold; towards the public and towards the stockholders, whose agents they are. Their interests are also divided: as stockholders, their interest is *direct*; as a part of the community, *indirect and remote*. Hence, it must be expected,

that the dividends from the road must be the first object of their attention; especially when it is considered, that much stock is often owned by *widows and orphans*, who cannot afford to sacrifice the dividends for the general good. Hitherto, in the turnpikes constructed, a given intercourse between certain places, has demanded the facility of a better road; it is therefore turnpiked, and the benefit given and received is measured in the simplest and readiest way, by those who use the road paying tolls, which are then divided among those who made it. But when the policy of the state invites a great commerce to enter its territories and settle there, this system, it must be immediately perceived, will not attain the end.

In the prosecution of this idea, some informal inquiries have been made, to ascertain the views of the directors of the bank road. It is believed that they generally acquiesce in the views here stated, and would, on very reasonable terms, part with their interest to the state; or, as the advance of so much capital might be felt as an inconvenience by the state, the banks will go on to complete the road under their present contracts, and then release it to the state on condition of receiving an interest for the money by them actually laid out. This interest would, no doubt, be made moderate, on account of the advantages the banks would otherwise receive from the state's taking up the road, as a great measure of state policy. For the payment of interest, the road might be pledged as security, and in an agreement of this kind the state would have every thing to gain, nothing

to lose, and the banks would receive their interest and be relieved from the irksome labor of attending to a distant concern, which, under the direction of so many persons, each having a slight interest, would be very badly managed.

It is unnecessary to pass in review, the happy *position* enjoyed by Maryland, for becoming the seat and channel of a great and lucrative intercourse with the western country. This position is well known to her neighbours, who are making great efforts to counteract its influence. It is much to be feared, if they are not met by corresponding efforts on our part, that mere natural advantages, unaided and left to themselves, will not be able to stand the competition with enterprize, wealth, and enlightened public spirit.

Though the enquiries made under the resolution of the honorable the general assembly, have been confined to the objects specified, yet, in considering the subject of roads, that of canals, so intimately allied to it, has often incidentally presented itself. Several water routes, to connect the different parts of the state, are now lying neglected, and of some not even a survey is made, because no individual is willing to undertake the expense. The practicability of a water communication from the upper waters of the Potomac to the branches of the Monongahela, is strongly asserted; and there is no doubt, that the capacities of the state are far from being explored. In every application to the legislature for aid, the interested statements of the parties concerned, are almost the only source from which they can draw any information; and the consequence often is, that either the bounty of

the legislature is unworthily bestowed, or that a suspicion of the motives creates a hesitation which withholds their assistance from objects of real importance.

The creation of a board of commissioners of public improvements, would probably give a stimulus to the public, and produce much good. It might be adviseable to give no salaries, but being elected by the legislature, the distinction would be coveted by those willing to give their attention to subjects of this nature. An appropriation for the expenses of a surveyor or engineer would however be necessary, and an examination of the means and sources of internal improvement be made throughout the whole state, which could not fail to be useful. The official reports of such a body would be entitled to credit, and its very creation be beneficial, by encouraging a turn for useful improvement in every county throughout the state.

We have the honor to be,
With great respect,
Your obedient servants,
CHARLES GOLDSBOROUGH.

ACCOMPANYING DOCUMENTS.

BALTIMORE, 3d December, 1818.

JOHN E. HOWARD, JR. ESQ.

YOUR'S Of the 5th June last was duly received, and should have been replied to before this, but supposing the object was to ascertain accurately the situation and progress of the Cumberland turnpike road, at the commencement of the ensuing session of the legislature, it was deemed proper to defer the answer until this time, in order that it might be more full and satisfactory.

The queries you have proposed, appear to embrace every thing that can be material in the case; and with this view, I shall confine myself to answering them in as concise a manner as they will admit of, and to such remarks as may grow immediately out of them.

I am, with great respect,

JAMES ELLICOTT, *Pres't.*
Of the Cumberland T. Road.

QUERY 1. "What was the distance proposed to be turnpiked by your charter, and how much of it is finished?"

ANSWER. The distance proposed by the charter to be turnpiked is, from the west bank of the big Conococheague, in Washington county, to the town of Cumberland, in Allegany county, about fifty eight miles. I do not know exactly how much is finished; but it is fully believed, that twenty-seven miles from Conococheague to the top of Sideling Hill, will be compleated by the month of August next.

Q. 2. "What contracts have been made for other

parts of the road ? and what reasons have prevented the completion of the whole distance proposed ?"

A. A contract has been made for the completion of the road the whole distance. The want of time has, as yet, prevented its fulfilment. It is, however, confidently expected, that it will be finished by the time limited by law. The contract requires it, and the person with whom it was made, assures us that he has given out the whole in subcontracts of from one half to four and an half miles, each conditioned that they shall all be finished by the last of the year 1820, two years from this time, and every reasonable exertion will be made on the part of the managers to expedite the work.

Q. 3. "What funds are within your control, which may be applied to the completion of the road ? Be good enough to state the reasonable prospect of its completion, and the time when you believe it will be finished ?"

A. The banks in Baltimore, together with the Hager's-Town, Cumberland and Conococheague banks, were required, as a bonus for the renewal of their charters, to make this road ; and it is now making in compliance with that requisition, out of the funds furnished by these institutions. The remainder of the query is answered in the preceding.

Q. 4. " What was the general cost per mile ?"

A. The contract was made for the whole distance, to be finished for four hundred and sixty thousand dollars, or about 7,930 dollars per mile. The cost will, however, be something more than this, on account of salaries for superintendance, covering bridges, erecting toll houses and toll

gates, and some other incidentals. It may, therefore, be estimated at something more than 8,000 dollars per mile.

Q. 5. "What bridges have been erected over considerable streams, and at what expense? Where the cost has been great are they subject to a particular toll, or is the general tolls on the road charged to reimburse these particular expenses?"

A. There are several considerable bridges on this road over the different streams in its route, but none of them are toll bridges. The general tolls on the road are all that the company can look to, for reimbursement.

Q. 6. "In what state is the road at present? How many gates, and for what time have they been thrown open, on account of the badness of the road since August 1817?

A. It is difficult to describe accurately the state of the road at present. Some parts are finished, others leveled and the stone broken; some leveled and the stone hauled on them, but not broken; others only leveled, and a considerable proportion, on which nothing has been done except locating it. No gates have been put up, consequently none thrown open on account of the badness of the road.

Q. 7. "What is the amount of tolls received in each year?"

A. There having been no gates erected, no tolls could be received.

Q. 8. "Can you form any estimate of the number of wagons loaded with produce, or a rough estimate of the value of produce, wagoned to market during the year?"

A. I have no data on which to form any opinion or estimate of either.

Q. 9. "What sums are appropriated annually to the repairs of the road?"

A. The road not being finished, no repairs are necessary.

Q. 10. "What dividends have been made?"

A. None.

Q. 11. "What measures are likely to increase the transport of produce or merchandize on your road?"

A. There is a very important section of road between Hager's-Town and Boonsborough, a distance of about 10 miles, or between Stone-Quarry Ridge, through William's-Port to Boonsborough, a distance of about 18 miles, that requires to be turnpiked to connect the Cumberland road with the Frederick road, for which there is no provision made, and it does not appear that there is any probability of its being accomplished in any reasonable time without legislative aid. If this were completed, and the whole road from Cumberland made free from tolls, as the United States' road west of Cumberland now is, it is believed there would be a great increase of travelling upon it, this route being much nearer than any other to the western country; it is certain that, if it were made free, it would very soon become the main communication between the western and atlantic states.

Q. 12. "Are there any intersecting roads, which it would benefit your road to open or turnpike?"

A. It is not known that there are any intersect-

ing roads, the opening or turnpiking of which would materially benefit this road.

Q. 13. "What grievances does the company labour under within the power of the legislature to remove?"

A. The company have but one grievance to complain of, and that is their being compelled to make this road. It is a severe and oppressive tax upon the banks, and one which, under present circumstances, their business does not enable them to meet, without great embarrassment.

Q. 14. "In what manner would legislative interference most promote the interests of the road, and at the same time those of the community?"

A. There can be no doubt, if this road were made free from tolls, or the tolls so reduced as to be only sufficient to keep it in repair, that the community would be greatly benefited by it; those who use it would be directly benefited, and the state at large indirectly, by receiving the immense products of the west, that would be induced to seek a market in it. To accomplish this, legislative interposition would be necessary, and probably it could only be accomplished, by the state becoming the proprietor. Banks are composed of individual stockholders, and the directors are chosen their agents to manage their affairs as they may deem most advantageous; and however clearly they may see the advantage that would result to the community from making this a free road, yet their duty to their constituents would not permit it, nor would they be justified in doing so—the interest of individuals and that of the community are not always in accordance. I will hazard an

opinion (although unauthorized) that the banks would sell this road to the state upon fair and reasonable terms; and if it were not convenient to pay the amount of the purchase at once, they would take it in stock bearing an interest of 6 per cent. redeemable at such time as might be agreed on—the state pledging the road for its ultimate redemption. The interest on this stock may be paid out of any indirect funds, raised from those sections of country that might be considered most immediately benefitted by it; and thus the road be made free without becoming at all burthensome to the state,

"*Questions additional for the directors of the bank road.*

QUESTION 1. "Have the banks contracted for the road from Conococheague to Cumberland, and with whom?"

ANSWER. The banks have contracted with John Davis for the whole distance.

Q. 2. "By whom was the road located?"

A. The road was located by William Jessop, John Ellicott, William Kenworthy, and John Davis, Esqrs.

Q. 3. "What are the advantages and disadvantages respectively of what are called the William's-Port route and the Hager's-Town route?"

A. The route by William's-Port to Baltimore, to intersect the Frederick turnpike road at Boonsborough, is 4 1-2 miles nearer than that by Hager's-

Town, to intersect at the same point; but if the route by Hager's-Town be made to intersect the Reister's-Town turnpike instead of the Frederick, it is said a part of that difference would be saved, but it is believed not more than half a mile, and probably not so much, and the distance from Hager's-Town to the nearest part of the Reister's-Town road now finished, it is conjectured, is not less than 35 miles, all of which would require to be turnpiked to complete the connection. If the road were carried by William's-Port, it is feared that a great proportion of the produce brought on it would be deposited at that place, and thence be sent down the Potomac, and so leave the state.

It would seem reasonable, that as the state or its citizens are at the whole expense of making this road, they should, as far as practicable, derive the advantages resulting from it. It must, however, be admitted, that this road at Cumberland is *on the river* as well as at Hancock-Town, and several other places between Hancock and William's-Port; and whether the objection to its passing through William's-Port (which is in the straight line from Hancock-Town to Baltimore) be well founded or not, is a question on which a difference of opinion may be very honestly entertained.

BALIMORE, DECEMBER 7th, 1818.

SIR,

The president and managers of the Baltimore and Reister's-Town turnpike company, have received your letter on various subjects, relative to their road, and the board have directed me to return the following answer, to wit :—

That the road originally contemplated to be made by this company, was from Baltimore to Reister's-Town; from thence through Westminster to the Pennsylvania line, on the direct route to Chambersburg, Pennsylvania, a distance of forty miles from Baltimore to the Pennsylvania line; and from Reister's-Town to the line of Pennsylvania, on the route to Hanover, a distance of nineteen miles and upwards, making together, fifty-nine miles and some perches.

Our road could not be considered as completed until the 8th of January 1810, on which day the last gate was put into operation, and it cost the company the enormous sum of six hundred and thirty eight thousand dollars, which averages nearly eleven thousand dollars per mile.

Many bridges have been built by the company, of solid materials, at a very great expence, the most considerable of which, are over the Patapsco river, and Big-Pipe creek, but as separate accounts of their cost have not been kept, it would be difficult to state the expence of each with precision. No extra toll has ever been taken for passing these bridges, the act of incorporation not authorising any extra charge on account of their expence.

The road in general has been kept in a good state of repair, and has erected upon it twelve half-gates, none of which have ever been thrown open from defects in the road, or any other cause.

The annual amount of tolls received on the road, the expence of keeping it in repair, together with

the dividends declared, from November 1812, to January 1818, are as follows, to wit :—

Amount of tolls from November 1812, to November 1813, was 46,533 dollars 91 cents; the expence of repairs 12,580 dollars 96 cents, and a dividend of only three per cent was declared this year.

The amount of tolls received from November 1813, to November 1814, was 27,326 dollars 6 cts. the expence of repairs 15,097 dollars 52 cents, and the dividend for this year was only two per cent.

The amount of tolls received from November 1814, to November 1815, was 38,486 dollars 96 cents, the expence of repairs 9,509 dollars 67 cts. and the dividends for this year amounted to 6 per cent.

The amount of tolls received from November 1815 to January 1817, (fourteen months,) occasioned by altering the times of declaring dividends, was 68,464 dollars 81 cents, the expence of repairs 23,898 dollars 36 cents, and the dividends for the above time amounted to 6 per cent.

The amount of tolls received from January 1817, to January 1818, was 60,515 dollars 65 cents, the expence of repairs 20,890 dollars 29 cents, and the dividends for this year amounted to 6 per cent.

Very great evasions of the road take place for about eight months in the year, when the country roads and by-ways are good, by wagons leaving it at Westminster, and travelling what is called the Deer Park, and Soldier's Delight roads, and enter-

ing upon the turnpike road again, at the distance of one mile from Baltimore, thereby evading twenty-eight miles of our road and five gates. It is estimated by men of good judgment, who have an opportunity of observing these evasions, that eight wagons out of ten coming to Baltimore, take this road. Those travelling from Baltimore, being loaded with articles more liable to injury, do not practice this evasion to the same extent as those coming down.

It is believed that if these evasions, as well as others of a minor description were stopped, that it would so increase the produce of the road, that the company would be enabled thereby to reduce the rates of toll, keep the road in repair, and give a reasonable rate of interest to those who have embarked their funds in it.

When we consider the great importance of this road in furnishing an easy and safe transportation of the produce of so great an extent of country in the winter season, which could scarcely be brought to market without it, as well as in relation to the growth and commercial prosperity of Baltimore, it is to be regretted, that the produce which should naturally pass on this road throughout the whole year, could not be subjected to a reasonable toll ; which would be a mutual benefit to the farmer and stockholder. It is the earnest wish of the managers to make the charge for transportation on their road as reasonable as is consistent with justice to the stockholders, and if the legislature in their wisdom can devise any means of preventing the evasions above mentioned, it will, in the

opinion of the managers, greatly benefit the community at large, as well as the company.

I respectfully suggest for your consideration whether it would not promote the object so much desired, if the president and managers of the respective roads were invested with a discretionary power to raise and lower the rates of toll at different seasons of the year, they being always under their present restriction in the aggregate amount of tolls to be received.

From my knowledge of the sentiments of the gentlemen who compose our board of managers, I am warranted in assuring you that their primary object is to furnish to the community a safe, easy, and cheap transportation of the produce of the country to the Baltimore market, and that they have no disposition to strain the rates of toll for the sake of gaining more than legal interest on the funds embarked in the road, and from a retrospective view of five years, you will observe their nett profits have been much below 6 per cent per annum.

It is believed that if the following intersecting roads which certain companies have undertaken to turnpike, and which are in part made, were completed, that the public convenience, as well as the interest of the Baltimore and Reister's-Town road company would be promoted, viz.

The road branching from ours at the 29th mile stone, a little above Westminster, and running through Union-Town and Harman's-Gap, to Hager's-Town. I am informed that the distance from Hager's-Town to Baltimore by this route, is seven miles shorter than from Hager's

Town via Boonsborough and Frederick-Town to Baltimore.

The road branching from the Hager's-Town road, about half a mile from where it leaves our road, and running through Taney-Town to Emmitsburg. It is believed that these two roads are not completed for the want of funds, but we do not possess sufficient information respecting them to enable us to state their exact situation, and the necessary information would come with more propriety from their respective managers.

I am, Sir, respectfully
Your obedient servant,
CHARLES BURRALL
President of the Balt. and Reister's-Town Road Company.

John E. Howard, Junr. Esq.

Letter of the President of the Baltimore and Frederick-Town Turnpike.

QUERY. "What was the original distance proposed to be turnpiked by your charter? How much of it is finished? And how much of the remainder is contracted for?"

ANSWER. The charter granted to the Baltimore and Frederick-Town turnpike road company, extends from Baltimore to Boonsborough, a distance of 60 miles and perches.

The road passes through New-Market, Frederick-Town and Middle-Town to Boonsborough, and is turnpiked and completed the whole way.

Q. "What was the general cost per mile of contracts? If you have no objection to it, state, if you please, the capital expended by the company."

A. The cost per mile varied, according to the situation of the ground trough which the road passed, and the convenience or inconvenience of getting the materials which composed it. The capital expended was 596,000 dollars.

Q. "What bridges have been erected over considerable streams, and at what cost? Are they subject to a particular toll, or is the general toll of the road looked to, to meet these particular expenses?"

A. There are, erected by the company, on this road, four considerable bridges, to wit—one over Gwinn's Falls, one over Patapsco Falls, one over the Monococy, and one over the Catoctin creek; the most considerable is that over the Monocacy, which is built of stone, with four arches, and cost the company upwards of 56,000 dollars. This bridge was undertaken in full expectation that they would be suffered to collect toll thereon, but that privilege has been denied them by the legislature heretofore, although the money expended in building this bridge would have turnpiked ten miles of the road, and left travellers to pay ferriage as before.

Q. "In what state is the road at present? How many gates, and for what time and distance of road, have been thrown open since August 1st, 1817?

A. At present the road throughout is in travelling order, and in progress towards a good state of repair. All turnpike and other roads, in this country, feel the effects of breaking up of hard frosts, which is the time most generally that turnpike roads are complained of. This will become more

firm and compact every year, and my impression is, that after a while, the frost will have but little effect on it. In order to place the toll gates conformable to the charter, the road has been divided into six sections, of ten miles each. Each section is entitled to one *whole* toll gate; and if two or more gates are placed in the same section, the demand at each is according to the distance used—so that no more toll is collected than the section of ten miles is entitled to.

There are nine gates on this road, *three* of which are *whole* toll, or section gates, and *six half* toll, or half section gates.

Q. "What is the amount of tolls received in each year from your road?"

A. In the year

1807,	8,095 05	In 1813,	40,795 16
1808,	19,482 53	1814,	37,332 98
1809,	28,871 50	1815,	50,289 59
1810,	28,071 50	1816,	31,532 39
1811,	42,109 57	1817,	34,219 41
1812,	37,722 16		

Q. "Can you form any estimate of the number of wagons loaded with produce or merchandize, or of the value of produce, or merchandize wagoned on the road in the course of a year?"

A. It would be a difficult task to form an estimate of the number of wagons, loaded with produce or merchandize, that travel on this road in the course of a year, or of the value of produce and merchandize wagoned. It is an experiment, I believe, that has never yet been attempted, of course

it would be impossible to form any correct opinion on this subject.

Q. What sums have been appropriated for the last two or three years, to the repairs of the road ?"

A. Towards the repairs of the road, there was expended in the year 1814, 10,649 dolls.

1815, 12,546
1816, 16,793
1817, 21,702
———61,690

But the extraordinary expenditure of the last year (1817,) was occasioned, in a great measure, by the freshet in August, which swept off some of the large bridges and materially injured many of the smaller ones, and otherwise did much injury to the road. The high price now demanded for stone and other materials, together with the scarcity thereof on some sections of the road, and the heavy repairs required, will for several years cause the expense to exceed 25,000 dollars per annum.

Q. " What dividends have been declared for the last three years ?"

A. There were two dividends declared in the year 1815, amounting to six per cent. per annum on the capital stock. In 1816, there were two, amounting to six and an half per cent. In 1817, two, amounting to six per cent. And for the present year (1818,) five and an half per cent. has been declared. But henceforth, for many years to come, five per cent. per annum, it is feared, will not be realized, as extraordinary heavy expenditures must forthwith be made to keep the road up.

Q. " Are there any intersecting roads which, if opened or turnpiked, would facilitate intercourse

or increase the conveyance of produce or merchandize on your road?"

A. If that branch of the road, leading from Frederick-Town to Harper's-Ferry, was turnpiked, there is no doubt in my mind it would have the effect of inviting on this road the produce which now goes to Alexandria, owing to the badness of that road at the season in which produce is carried to market. Also, the roads leading from Boonsborough to William's-Port and Hager's-Town, were they turnpiked, travelling would be facilitated and considerable quantities of produce, at the proper season, brought to Baltimore, which now, owing to the bad state of these roads, the farmers suffer to remain until the spring (when their business requires their attention at home) and send it to George-Town and Alexandria by the way of the river Potomac.

Q. "Under what grievances does the company labour, which are within the power of the legislature to remove?"

A. Considerable evasions of the road take place for about seven or eight months of the year, by wagons leaving it and passing on county roads and bye-ways, in which they have been rather encouraged than otherwise. If these evasions could by any just means be prevented, the income of the company would so increase as to enable them to reduce the tolls and give a reasonable rate of interest to the stock holders. The importance of this road in furnishing a safe transportation (at all seasons) of the produce of so large an extent of country, which in the winter could hardly be brought to market without it, must be obvious; and any

measure tending to enable the company to collect the tolls, which it is so justly entitled to, would no doubt materially benefit, in the end, the farmer and stockholder, as well as the citizens at large.

I have always considered the refusal of the legislature to grant a toll at the Monocacy bridge as a great grievance. I think a toll ought to be levied equal to that collected on ten, or at all events, five miles of the road.

Respectfully submitted,
By your most ob't serv't,
WM. LORMAN, *Pres't.*
Of the Baltimore and Frederick-Town Turnpike Road Company.

Baltimore, Dec. 10, 1818.

P. S. I omitted to mention a branch of the road leading from Boonsborough to Shepherd's-Town, a distance of nine miles—that a company has been chartered, and have completed six miles; but three miles are yet to make, and there is a want of funds to complete the same.

BALTIMORE, 12th Month 19th, 1818.

Respected Friend, John E. Howard, Junr.

WITH This I forward a statement of the Baltimore and York road, furnished by the secretary, except a reply to the four last queries, which I shall endeavor to comprehend in the present communication.

I am of opinion, if the turnpike road for which there is a charter, could be carried into effect from M'Call's ferry, on the Susquehanna, to the Baltimore and York turnpike, near Great Gunpowder falls, it would be a means of introducing a large

quantity of produce into this city from the lower parts of Lancaster county ; of course the travelling on the York turnpike would be increased. I am informed that the said road has been located, but abandoned for want of suitable encouragement by the inhabitants, who would have been greatly benefited if the road had been made. Another *county road* has been contemplated from the upper parts of Harford and Baltimore counties, to cross the Great Gunpowder at Meredith's ford, and unite with the York turnpike at Shealy's (formerly Towson's) tavern near the 7th mile stone ; though the distance of travelling on the turnpike is short, yet it would afford some assistance in tolls.

There is one circumstance contained in the present law of incorporation, that has occasioned considerable difficulty—the section that admits of persons residing within three miles of any of the gates, to pay but once in 24 hours ; a number of the gates are but five miles apart ; this privilege, as construed by some of the magistrates, would embrace a width of six miles, the whole distance of the road.

Permit me, now, to mention another circumstance entailed on our road, which has been sensibly felt by our stockholders—the county of Baltimore having been allowed the sum of 25,000 dollars for labour, &c. expended on it by the criminals, which amount is held in stock. The board at the time the assessment was levied, were sensible of the imposition, from a belief that the benefit received did not amount to the fifth part of that sum ; but they were obliged to submit.

Excuse thy assured friend,

JOS. TOWNSEND.

Office of the Baltimore and York Turnpike road Company,

BALTIMORE, 18th December, 1818.

Joseph Townsend, Esq. Pres't.

DEAR SIR,

IN Obedience to request, I now have the pleasure to submit for your consideration and completion, the following partial answers to "queries" proposed by John E. Howard, jr. Esq. in his circular of the 5th June last, pursuant to a resolution of the general assembly of Maryland, passed at their December session, 1817.

I am, very respectfully,
Your most ob't servant,
WM. G. HANDS, *Sec'ry.*

QUERIES.	ANSWERS.
1st. "What was the distance proposed to be turnpiked by your charter, and how much of it is finished?"	Suffice it to remark, in answer to "queries" 1, 2, and 3, that the distance proposed was to the Pennsylvania line, which, by measurement, is thirty miles two hundred eleven perches and a half. The road was finished in 1811.
2d. What contracts have been made for other parts of the road? and what reasons have prevented the completion of the whole distance proposed?	
3d. What funds are within your control, which may be applied to the completion of the whole? Be good enough to state the reasonable prospect of its completion, and the time when you believe it will be finished?	

QUERIES.	ANSWERS.
4th. What was the general cost per mile, of contracts?	4th. Answered by account No. 2; to which please refer.
5th. "What bridges have been erected over considerable streams, and at what cost? Where the cost has been great, are they subject to a particular toll, or is the general toll of the road charged to reimburse their particular expenses?"	5th Answered as to the number and cost of bridges by account numbered 2 herewith; to which please refer. There are no toll bridges on the road—they have all been paid for out of the general toll.
6th. "In what state is the road at present? How many gates, and for what time, have been thrown open on account of the badness of the road, since August 1817?"	6th. The road is in tolerably good repair at present. The great fresh that happened in August 1817, carried away and rendered useless all the bridges except one; but owing to temporary roads having been promptly made around them for the accommodation of travellers, none of the gates were thrown open in consequence of it; nor have any of them ever been to the best of my knowledge. Rebuilding the bridges and repairs, cost about 18,000 dollars.
7th. "What is the amount of tolls received in each year?"	7th. Answered by account No. 3. herewith; to which please refer.
8th. "Can you form any estimate of the number of wagons loaded with produce, or a rough estimate	8th. At present it is impracticable; but if necessary, it can be done next year, by instructing the se-

QUERIES.	ANSWERS.
of the value of produce wagoned to market during the year?"	veral gate-keepers to keep particular accounts of wagons passing into the city with produce.
9th. "What sums are appropriated, annually, to the repairs of the road?"	9th. Answered by account No. 4. herewith; to which please refer.
10th. "What dividends have been made?"	10th. Answered by account No. 5. herewith; to which please refer.
11th. "What measures are likely to increase the transportation of produce, or merchandize on your road?"	
12th. "Are there any interesting roads which it would benefit your road to open, or turnpike?"	
13th. "What grievances does the company labour under within the power of the legislature to remove?"	
14th. "In what manner would legislative interference most promote the interests of the road, and those, at the same time, of the community at large?"	

[No. 1.]

AN Account of progressive Receipts for Baltimore and York Road Stock, from 1805, *the date of incorporation, to* 1813, *when it was fully paid.*

		Dolls. cts.
1808,	Received to 10th October,	67,450 00
1809,	Received to 12th October, including 1,250 shares given to Baltimore county, for improvements, as per valuation,	148,450 00
1810,	Received to 10th October,	59,470 00
1811,	Received to 10th October,	2,455 00
1812,	Received to 10th October,	700 00
1813,	Received to 3d May,	475 00
		279,000 00

NOTE. The stock consists of 13,950 shares, which, at 20 dollars per share, produces the above sum of 279,000 dollars.

Certified and signed as a correct account, by

WM. G. HANDS, *Sec'ry.*

Baltimore, 18th December, 1818.

[No. 2.]

AN Account of the Original Cost of the Baltin and York Road; which was commenced in 18 *and finished in* 1811.

	Dolls.
Amount of contracts for turnpiking, including materials and contingent expenses incident to making the road,	248,076
Amount of contracts for building five one and two arch stone bridges, over principal streams, including materials.	15,223
Amount of 1,250 shares of stock, paid to Baltimore county for improvements, as per valuation,	25,000
	288,300

NOTE. By a comparison of the above acco with the preceding one, it will appear that road coast 9,300 dollars more than the sum rai by stock; which difference was paid out of tolls.

Certified and signed as a correct account, by

WM. G. HANDS, *Sec'ry.*

Baltimore, 18th December, 1818.

[No. 3.]

AN Account of Tolls received from the Baltimore and York Road, from 1805, *the date of incorporation, to 2d May*, 1817, *when the last dividend was declared.*

		Dolls. cts.
1809,	Received to 1st May,	3,440 00
	Received to 6th October,	4,162 58
1810,	Received to 7th May,	5,187 17
1811,	Received to 6th May,	15,924 00
1812,	Received to 4th May,	17,722 00
1813,	Received to 3d May,	16 647 65
1814,	Received to 3d May,	14,395 93
	Received to 1st November,	6,282 70
1815,	Received to 3d May,	8,875 58
	Received to 3d November,	7,468 75
1816,	Received to 3d May,	11,924 37
1817,	Received to 2d May,	20,622 71
		132,653 44

Certified and signed as a correct account, by
WM. G. HANDS, *Sec'ry.*
Baltimore, 18th December, 1818.

[No. 4.]

An Account of Repairs and Contingent Expenses incident to the Baltimore and York Road, from 1805, *the date of incorporation, to* 1817, *when the last dividend was declared.*

		Dolls.	cts.
1809,	Paid to 1st May,	625	00
	Paid to 6th November,	410	00
1810,	Paid to 7th May,	822	00
1811,	Paid to 6th May,	6,014	87
1812,	Paid to 4th May,	10,359	04
1813,	Paid to 3d May,	12,510	74
1814,	Paid to 3d May,	3,892	48
	Paid to 1st November,	1,837	25
1815,	Paid to 3d May,	1,879	32
	Paid to 1st November,	1,965	09
1816,	Paid to 3d May,	1,711	85
1817,	Paid to 1st May,	9,035	02
		50,562	66

Certified and signed as a correct account, by

WM. G. HANDS, *Sec'ry.*

Baltimore, 18th December, 1818.

[No. 5.]

AN Account of Dividends on Baltimore and York Road Stock, from 1805, *the date of incorporation, to* 1817, *when the last was declared.*

		Dolls.	cts.
1809,	3 per cent. on 71,625 dollars, paid to 1st May,	2,148	75
	3 per cent. on 125,000 dollars, paid to 6th November,	3,750	00
1810,	2 per cent. on 250,250 dollars, paid to 7th May,	5,005	00
1811,	3 per cent. on 276,420 dollars, paid to 6th May,	8,292	60
1813,	2 1-2 per cent. on 278,500 dollars, paid to 3d May.	6,962	50
1814,	2 1-2 per cent. on 279,000 dolls. fully paid to 3d May,	6,975	00
	2 per cent. on do. to 1st November,	5,580	00
1815,	3 per cent on do. to 3d May,	8,370	00
	3 per cent. on do. to 3d November,	8,370	00
1816,	3 1-2 per cent. on do to 3d May,	9,765	00
1817,	4 per cent. on do. to 1st May,	11,160	00
		76,378	85

Certified and signed as a correct account, by

WM. G. HANDS, *Sec'ry.*

Baltimore, 18th December, 1818.





























